

MICROCOPY RESOLUTION TEST CHART

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and psychoacoustic measures: overall and band sound pressure

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Tevels, C-weighted and A-weighted sound levels, preferred speech interference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Far-field data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distance from the source. Refer to Volume 1 of this hand-book, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application", AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

### **PREFACE**

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723107, Technology to Define and Assess Environmental Quality of Noise from AF Operations and 72310807 Crew Safety in Operational Noise Environments.

The author gratefully acknowledges Mr. John Cole for his assitance in preparing this report, Mr. Robert Lee and Mr. Jerry Speakman for their assitance in acquiring the raw data, Mr. Henry Mohlman, Mr. Keith Kettler and Mr. Fred Lampley of the University of Dayton for assitance in the mechanics of data processing and preparation of the graphics and Mrs. Peggy Massie for assistance in typing and report preparation.

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### INTRODUCTION

The USAF E-3A is an airborne warning and control system aircraft powered by four TF33-P-100A turbofan engines. The aircraft was manufactured by the Boeing Company and the engines by United Aircraft, Pratt and Whitney Division. The commercial version of the aircraft is the Boeing 707.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the E-3A aircraft.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15 C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Nonstandard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), AMRL, WPAFB, OH, 1975

### **NEAR-FIELD NOISE**

#### **MEASUREMENTS**

AMRL acquired near-field noise data on the E-3A aircraft during ground runup operations of its turbofan engines. For these tests, the aircraft was located on a concrete taxiway at Wright-Patterson AFB with no significant reflecting surfaces in the vicinity except the ground plane. Table 1 gives the surface meteorological conditions and the engine power conditions. The ground-crew chief selected power conditions and near-field locations generally used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all of the noise samples on magnetic tape. During analysis of each sample, he determined the root-mean square sound pressure using a 4- or 8-second integration time to derive a power-averaged level for each location.

Figure 1 shows the nine numbered near-field locations where ground crews are usually located for maintenance and/or preflight checkout operations. Estimates of noise levels at other locations in the near-field are difficult since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc.).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test conditions A.

#### RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the E-3A aircraft at the nine ground crew locations. This table includes the overall, 1/3 octave band, and octave band levels. From these data one can calculate the variety of measures given in Table 3 which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of test but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

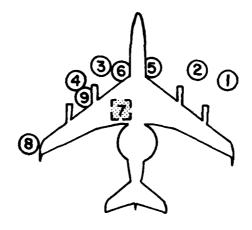
### TABLE 1

# MEASUREMENT LOCATIONS AND TEST CONDITIONS FOR NEAR-FIELD NOISE MEASUREMENT

E-3A Aircraft, Ground Runup, Wright-Patterson AFB, OH 29 June 1978 Tail # 61604

### **Ground Crew Location**

1	Engine Start
2	Engine Start
3	Engine Start
4	Engine Start
5	Air Hose Removal
6	Electric Disconnect
7	Wheel Chock Pull
8	Wing Marshall
9	Trim Adjustment
Aircraft Engine Operation	
A	Engine #4 Idle
В	Engine #3 and 4 Idle
$\boldsymbol{c}$	Engine #2, 3 and 4 Idle
D	All Engines Idle
E	All Engines 85% RPM
Meteorology	
Temperature Bar Pressure Rel Humidity Wind — Speed — Direction	31 C 0.742 m Hg 53 % 4.1 m/sec (8 kts) 350 Deg



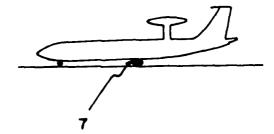


Figure 1. Near-Field Measurement Locations on Taxiway 16 at Wright-Patterson AFB OH

### **FAR-FIELD NOISE**

#### **MEASUREMENTS**

AMRL acquired near and far-field data during a one hour test period, thus keeping similar meteorological conditions throughout the test. Figure 2 shows the ground runup pad, ground cover, aircraft orientation and the 19 microphone measurement sites on a semicircle. The center of the 75 meter radius semicircle used in surveying the TF33-P-100A engines was on the ground directly below the intersection of the aircraft's centerline and the plane passing through the inboard engines' exhaust-nozzle exits. The ground runup area did not have a blast deflector; therefore, the engines' exhausts were in a "free-flow" condition.

Table 4 provides cockpit readouts of some engine characteristics (% RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

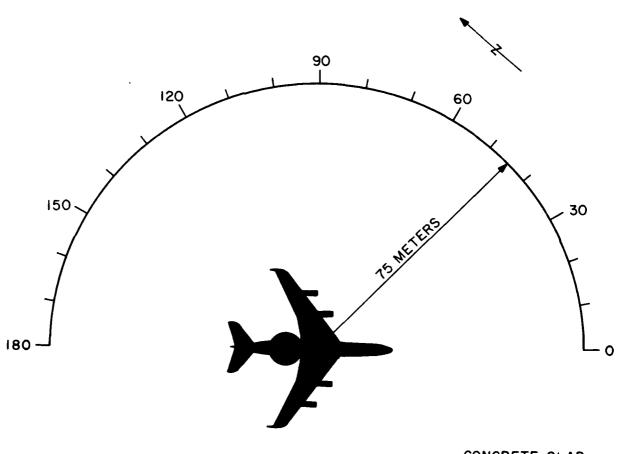
All microphone measurement sites are in the acoustic far-field of the source where the sound wavefronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand-held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

#### RESULTS

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the E-3A aircraft in a standard format.

Figure 4 and Table 6 present two basic acoustic measures, the acoustic power level and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure which describes the geometric way in which the source radiates this power as a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialists.



CONCRETE SLAB

Figure 2. Far-Field Measurement Locations at Wright-Patterson AFB OH

Estimates of noise characteristics for intermediate power settings (e.g., 88% engine) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 5 through 11 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are respectively, overall sound pressure level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

No data are presented from 150 through 180 degree locations for the 70% RPM nor from 160 through 180 degree locations for the 85% RPM and take off-rated thrust engine setting because of turbulent air flow behind the aircraft. Typical A-weighted levels for these angles are 10 to 20 dBA below the last measurement location.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low (e.g., Table 5 at idle power).

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

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1600		100	102	100	104	66	96	106	98	116	109	
2002		103	105	103	106	106	707	112	107	115	115	
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ADDITIONAL EAR PROTECTION REQUIRED.

#### **TABLE 4**

### TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

E-3A Aircraft, Ground Runups, Wright-Patterson AFB, OH 29 June 1978 Tail # 61604

### Aircraft Engine Operation

Idle

Engines No. 2 and 3

28 % RPM (Fan Speed)

320 C EGT (Exhaust Gas Temperature) 1.05 EPR (Engine Pressure Ratio) 1050 LBS/HR FF (Fuel Flow)

70% RPM

Engine No. 3, Engine 2 Idle

70 % RPM 350 C EGT 1.225 EPR 4100 LBS/HR FF

85% RPM

Engine No. 3, Engine 2 Idle 95 % RPM

405 C EGT 1.47 EPR 6750 LBS/HR FF

95% RPM

Engine No. 3

Engine No. 2 85% RPM, Others Idle

85 % RPM 500 C EGT 1.84 EPR 10,000 LBS/HR FF

#### Meteorology

Temperature Bar Pressure Rel Humidity Wind - Speed

31 C 0.742 m Hg 53 %

- Direction

4.1 m/sec (8 kts)

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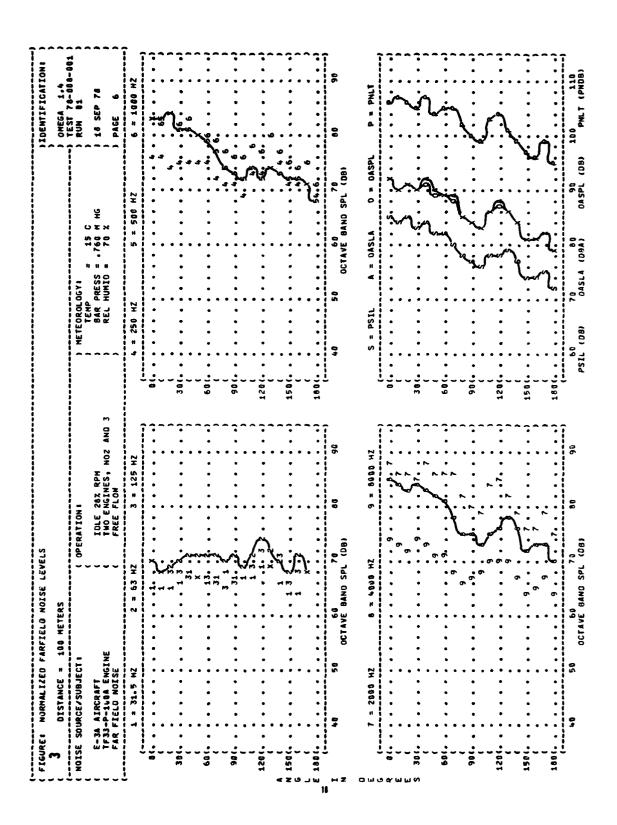
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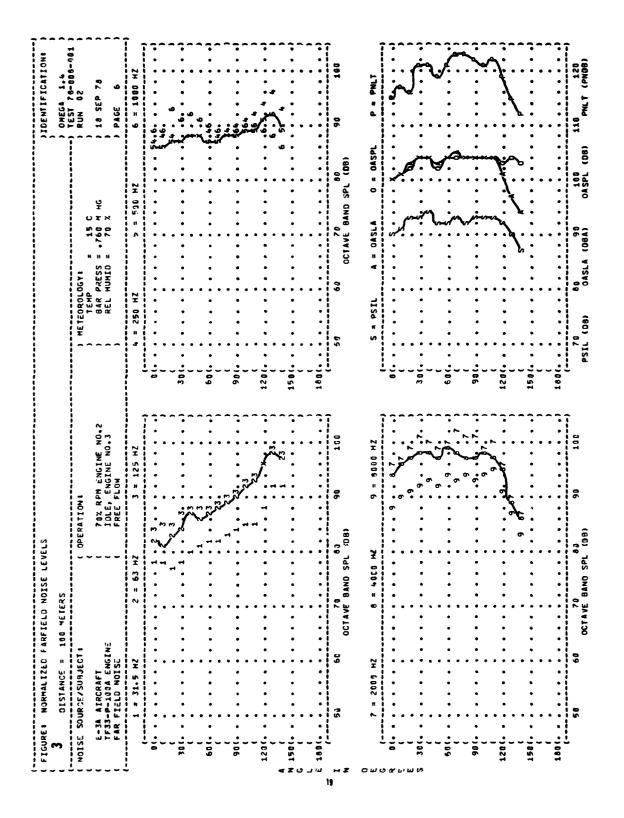
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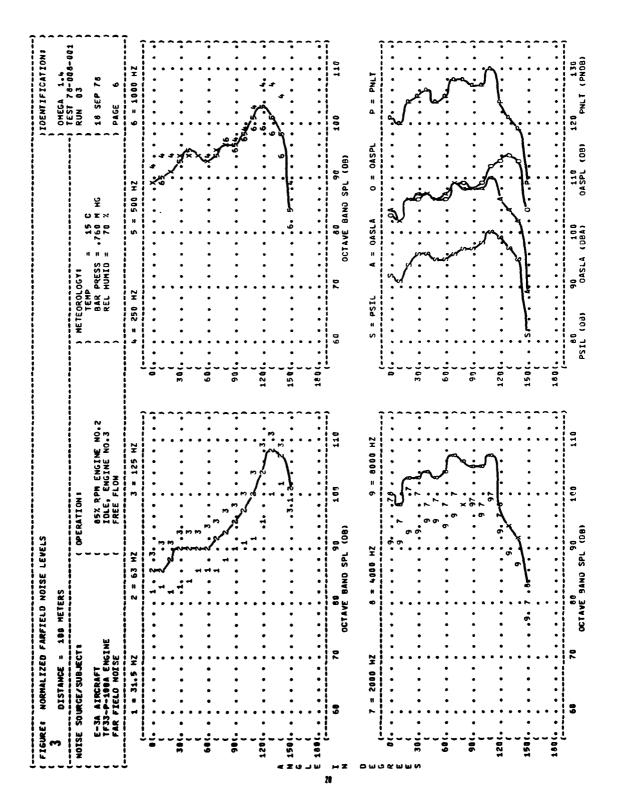
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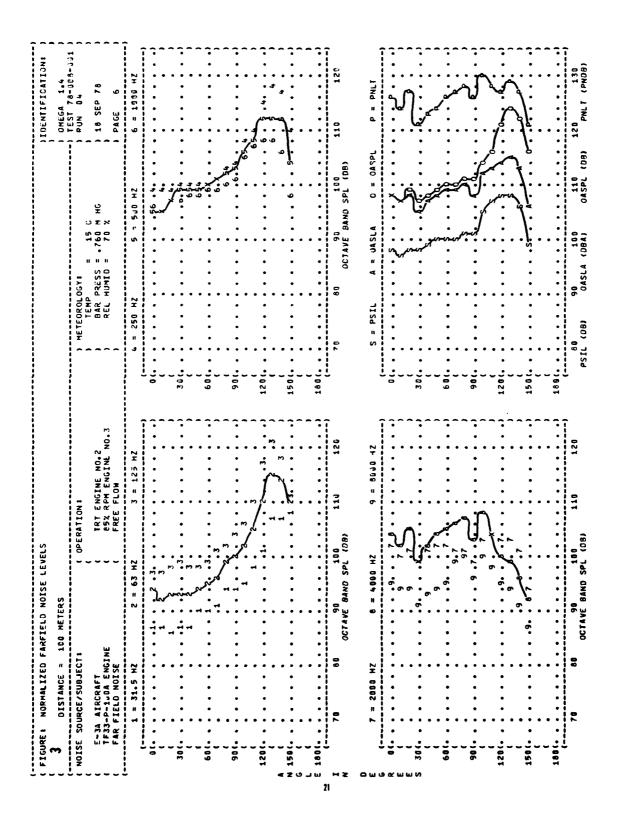
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NOISE SOURCE/SUBJECT								•	1.4
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	T FNGTNF		85% RPM ENGINE NO. 3	NO.2	9AR PR		42 I IG	) 18 SEP 78	78
FAR FIELD NOISE	ISE	. 🖵	FREE FLOW			1		) PAGE	ю
	3 = 1/3	S OCTAVE	1	= OCTAVE	# 0	OVERALL			PWL
90	· · · · · · · · · · · · · · · · · · ·			,				1/3 OCTAVE	OCTAVE
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9	•	•	•	, ,	ر ر		~	139.4	
D W		• •	•	•		•	•	140.7	148.5
9		•		•	7	•	; ^ ·	145.5	
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125	• • • • • •	•	• • • • • • •	• • • • • •	• • • • •	· · · · · · · · · · · · · · · · · · ·	•	147.0	151.7
160	•	•	•	•	K. )	•	~·	146.8	
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1000	•	•	•	•	· ~		•	141.	•
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0000		•	• • • • • • • • • • • • • • • • • • • •	• • • • • •	,f.	•	•	143.2	148.8
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OVERALL		•	•	•	• •	•	•	15	158.5
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E-3A AIRCRAFT  FAR FIELD NOISE  S = 1/3 OCTAVE  S = 1/3 OCTAVE	OPERATION: TRI ENCINE NO.2 85% RPM ENGINE NO.3 FREE FLOW  VE 1 = OCTAVE 34.3.3	) METEOROLOGY: 31 C ) BAR PRESS = .742 M HG ) REL HUMID = 53 % ) 0 = 0VERALL	) RUN 04 ) 18 SEP 78
= 1/3 OCTAVE	RPH ENGINE N	7 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	SEP
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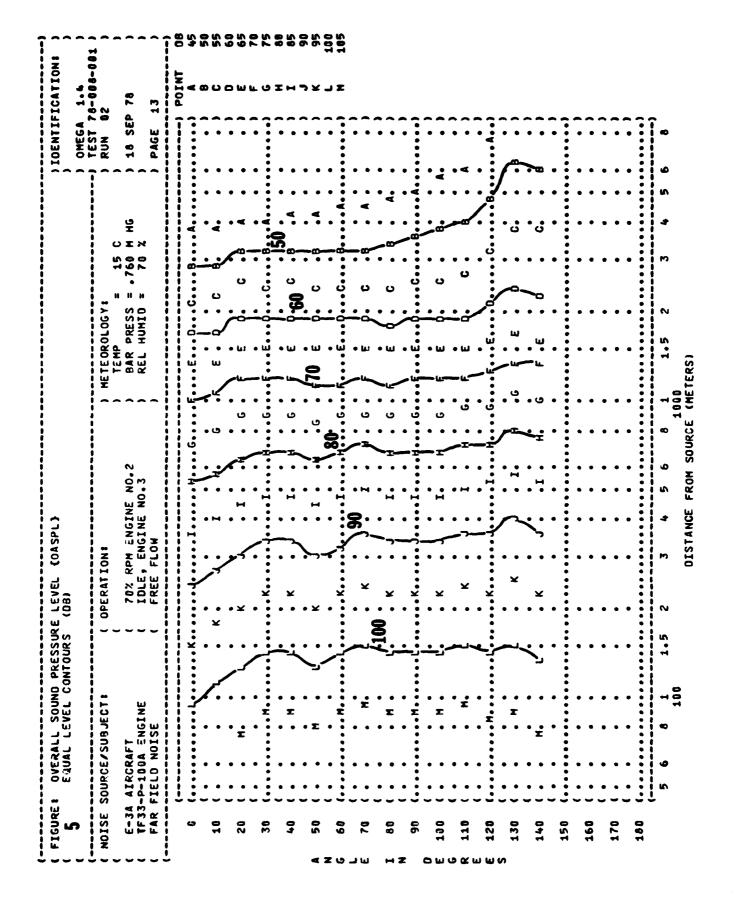
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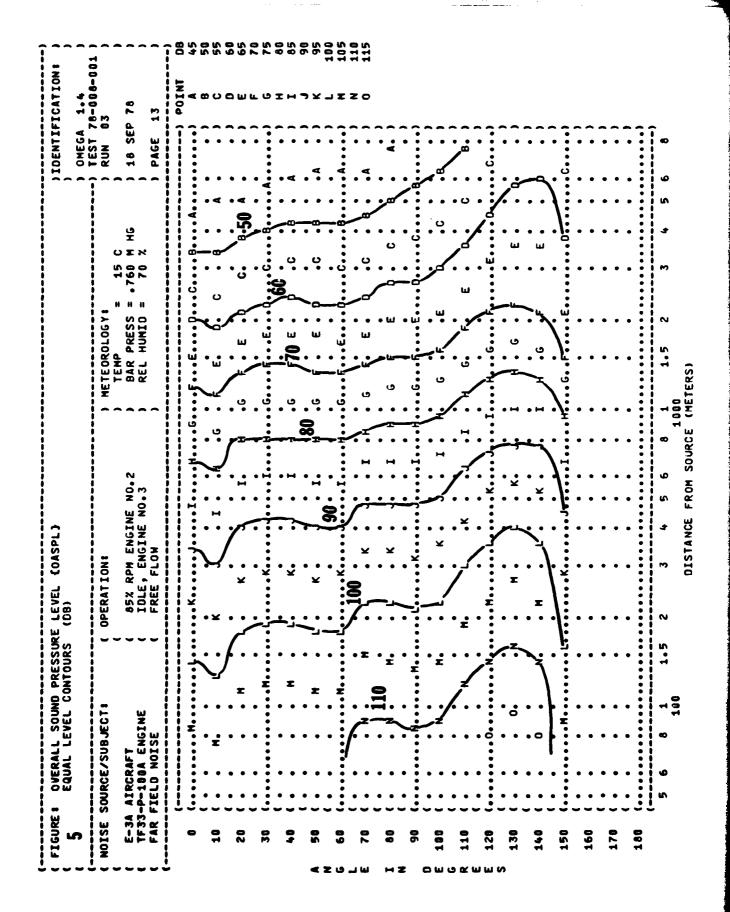
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NOISE SOURCE	SOURCE/SUBJECT	Ë		ē,	OPERATIONS	- NO				; ¥	METEOROLOGY	010GY				- « 	RUN 0	78-008-001
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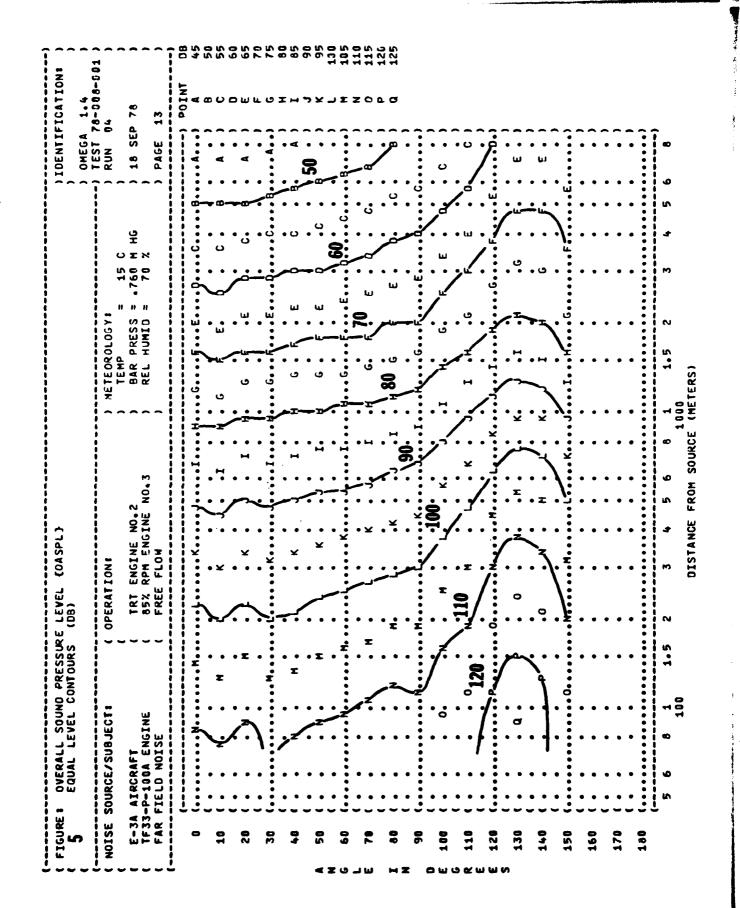
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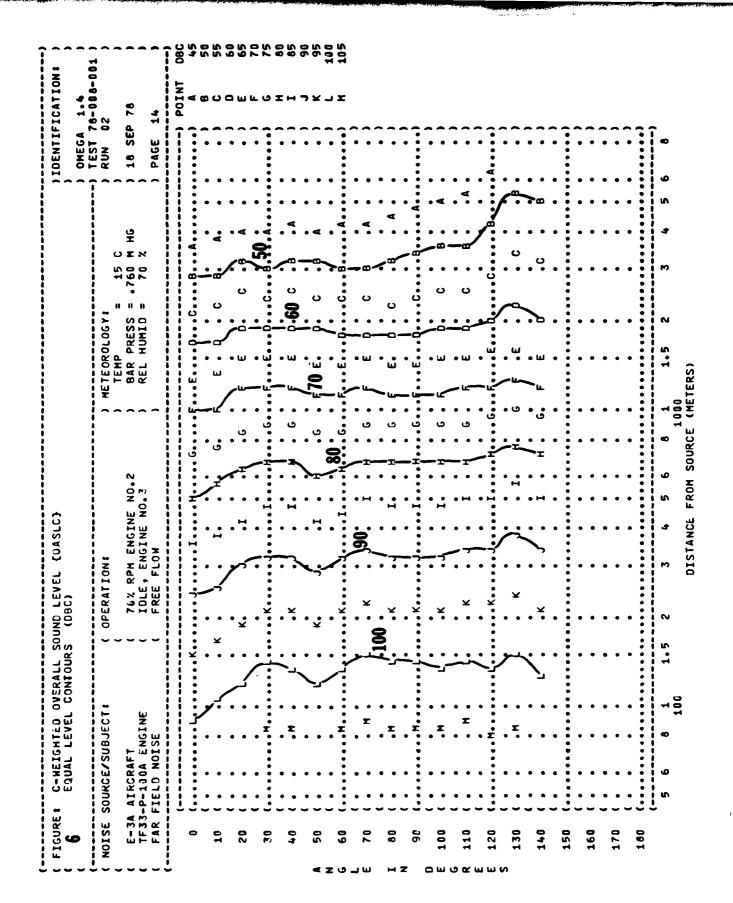
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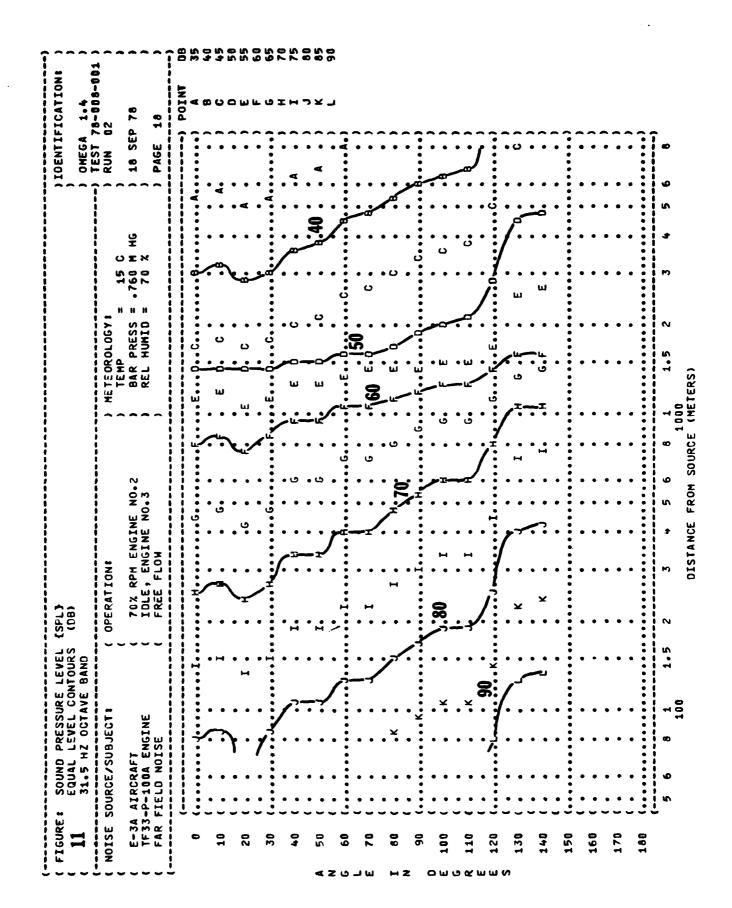
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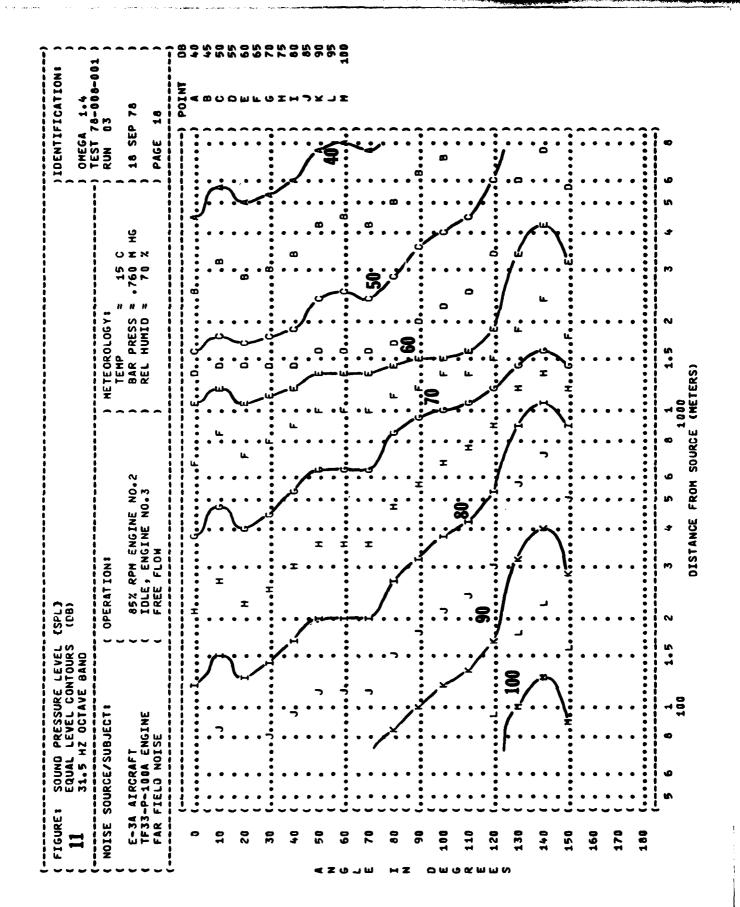
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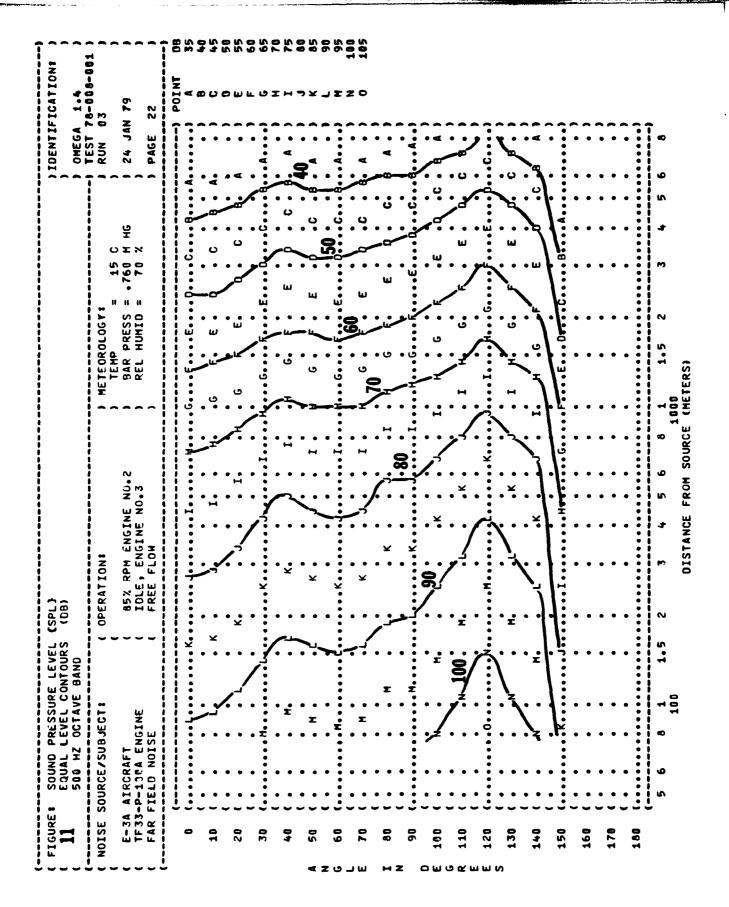
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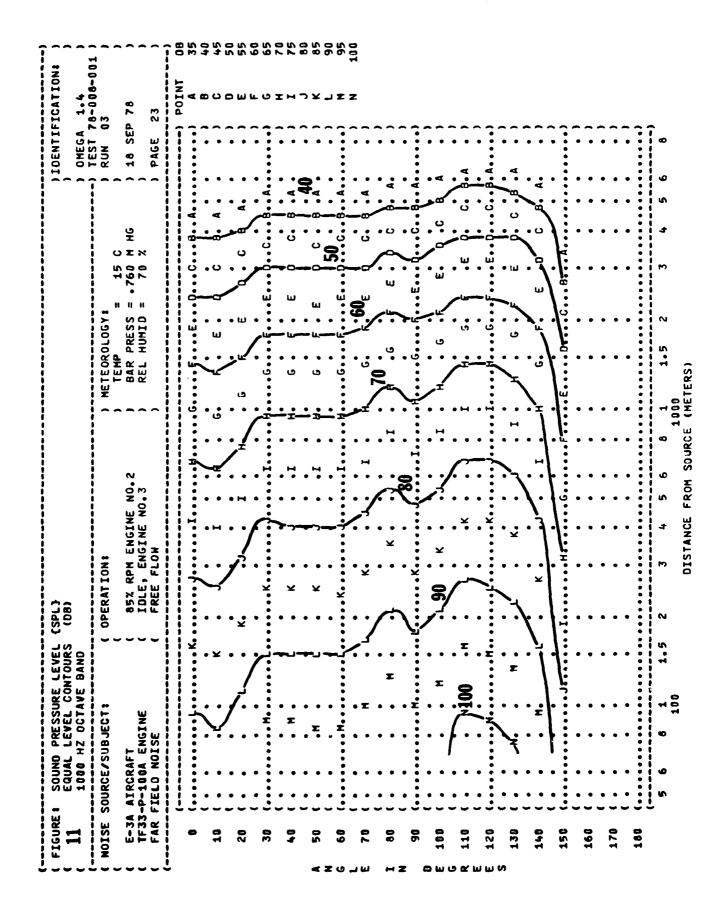


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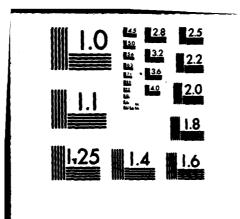
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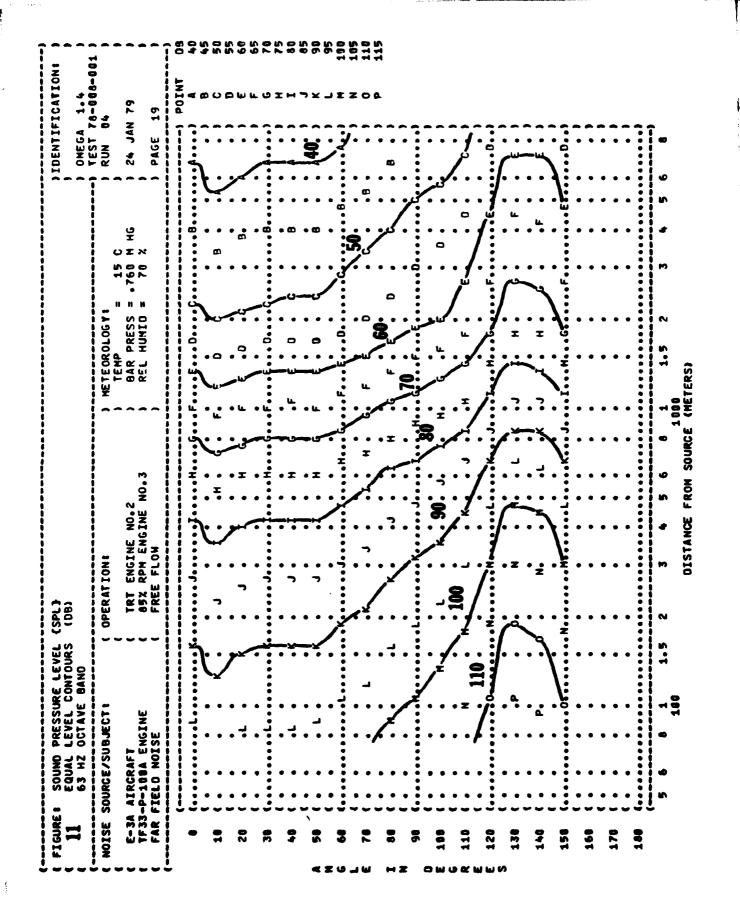
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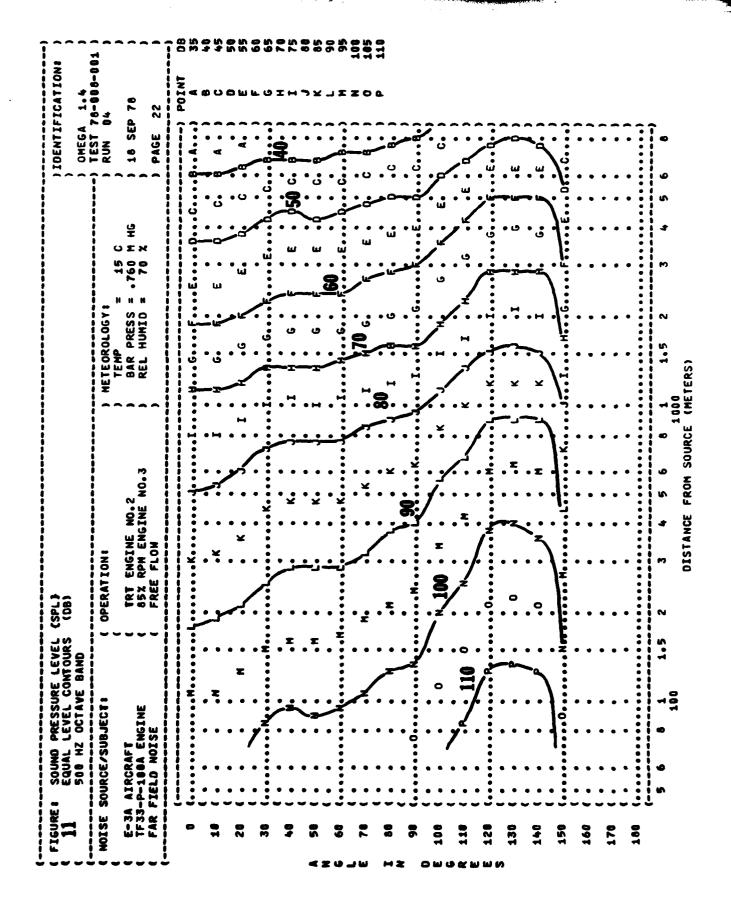


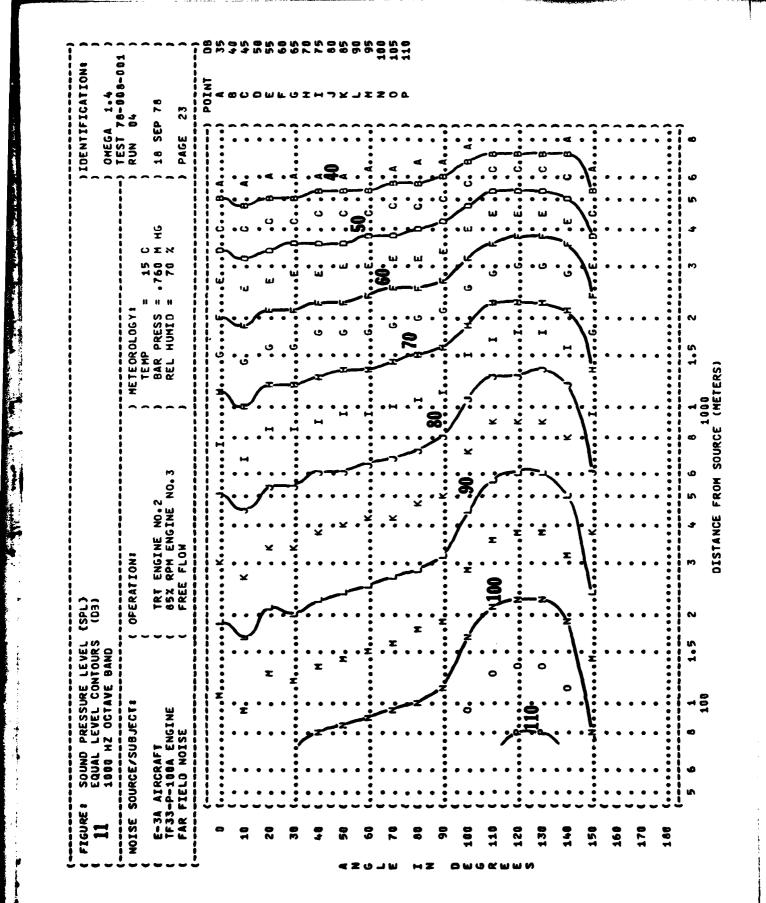
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